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THIS IS UNEVALUATED INFORMATION

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1. On 9 July 1953, [redacted] a motor vehicle factory in Szigetszentmiklos on the Csepel Danube Island started producing jet engines. [redacted] 25X1
2. [redacted] a state planning office was located on Fehervari ut. in Budapest and that the section of this office engaged in designing aircraft engines and planning their production had been detached from the planning office and transferred to Toekoel airfield in April or May 1952. [redacted] this new office was engaged in designing and producing jet engines on the basis of Soviet designs and was headed by Engineer Sandor Kemeny. [redacted] the jet engines were produced at a motor vehicle factory on the Csepel Danube Island. 25X1
3. [redacted] an aviation research institute which was under the command of Lieutenant Colonel Bela Rudnai, a graduated engineer of Jewish descent, and included a designing department headed by Bela Samu, a civilian engineer, was located on the Budaoers airfield in mid-1952. 25X1

Comment. The factory mentioned is a branch plant of the former Manfred Weiss Works which was renamed Matyas-Rakosi Works in 1950 and which had produced Me-109 type aircraft and DB-603 type piston engines during the war. Although this plant's aircraft producing department had been heavily damaged and the engine producing department had been lightly damaged by enemy action, the damages were allegedly repaired immediately after the war. With the necessary equipment supplied, it is believed that jet engines can be produced on a license basis. No information is available, however, to confirm the present information which is based on rumors.

25 YEAR RE-REVIEW

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